

TOP SECRET

31 October 1967

**MEMORANDUM FOR: Director of Central Intelligence**

**SUBJECT : OXCART Operations on 27, 28, 29  
October (local time)**

1. This memorandum is for your information.
2. Since deployment of the OXCART aircraft to Kadena Air Base, Okinawa, we have flown 18 photographic missions over North Viet Nam. Of these, 7 were flown during the month of October, 3 of which were on successive days over last weekend.
3. Beginning with the third mission the Chinese and later North Vietnamese Air Defense Radar networks have tracked the aircraft and have steadily improved their tracking capability. In the past several attempts to launch a SA-2 missile at the aircraft have been made but the first actual launches occurred over last weekend. One such attempt occurred on Friday night (local time) and there were probably at least 5 missiles launched against Sunday night's mission. One from the Kep Air Field area and 4 from the Hanoi. It will be several days before we complete our detailed analysis of this activity but the following preliminary facts have been established:
  - a. During the period when SA-2 missiles were being launched the aircraft

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was flying in excess of mach 3.1 and at altitudes varying from about 83,000 to 85,000 feet.

b. Our jammer systems aboard the aircraft appeared to function normally and may have played a key role in preventing a shoot down.

c. The pilot actually observed 4 missiles of which 3 appeared to burst behind but fairly close to the aircraft.

d. After landing an inspection revealed a small hole in the bottom of the aircraft which penetrated three layers of titanium metal and the metal object was actually found inside one of the fuel tanks. The fragment is being returned to the US for analysis but we would presume at this point it is in fact a fragment of a SA-3 warhead.

e. COMINT confirms the launches as observed by the pilot and indicates that the launch crew thought that 3 of the missiles performed properly.

4. We are obviously concerned about the safety of the aircraft and will thoroughly review all the information before making final recommendations. For the moment, however, we do not believe that there is sufficient concern to warrant a stand-down and would propose that if the weather clears that we should continue to operate with a number of precautions such as maintaining very high altitude and some adjustment of our flight routes. We will make further recommendations concerning any other adjustments in the program that may be required when our analysis is complete.

**CARL E. DUCKETT**  
Deputy Director  
for  
Science and Technology

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